

Around The State

Austin

Austin ADAPT got a pleasant surprise when the Travis Co. Democratic Party passed two resolutions supporting mainline access to the Capital Metro Transit System and the University of Texas - Austin Shuttle Bus System. Currently Capital Metro is 60% accessible and the Travis County Democrats resolution would call for them to make a commitment to 100%. The UT Shuttle system is notorious (as is UT) for its fight against access for disabled persons.

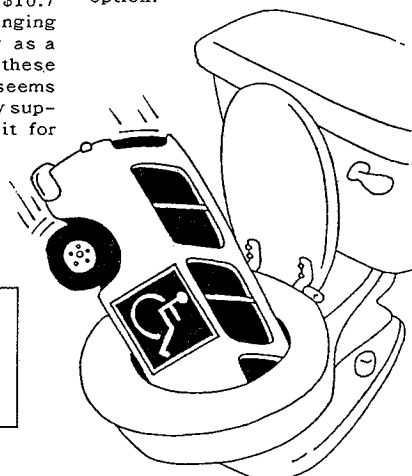
San Antonio

San Antonio has made national coverage in USA Today 6/17/87 as USA's 'most livable' big city. According to the Conference of Mayors' criteria, San Antonio won for cities over 100,000 population. Obviously, lifts on buses and access for disabled folks generally are not criteria. Mayor Cisneros is cited as playing a lead role in making San Antonio such a livable city. This is ironic since Mayor Cisneros promised ADAPT over two years ago to write the Conference of Mayors about these issues, yet we have never heard a word from him on this subject.

Galveston

Galveston Mayor Jan Coggeshall is pushing hard for a \$10.7 million dollar project bringing trolleys to the island city as a tourist attraction. But will these trolleys be accessible? It seems doubtful since the city firmly supports segregated paratransit for its disabled citizens.

Don't Flush
-- Organize



ADAPT of Texas
2810 Pearl
Austin, Texas 78705

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El Paso

By Jim Parker

Problems? Right here in 'river city'! Not just problems; BUT MAJOR PROBLEMS in the area of public transit for the citizens of El Paso.

Over the past two years major cuts in service have been instituted by Sun City Area Transit (SCAT) -- no transit on major holidays (New Years Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Christmas Day); time between buses on some routes was increased; fares were raised.

A depressed City, economically, public transit has never been considered a priority, much less a service. Over the past two years about \$2 million has been cut from the SCAT budget, and about \$480,000 in city funds is on the chopping block for 1988.

The catch-22 for SCAT is that its revenues are up about 16.4% for the current fiscal year, but at the expense of service and ridership. Ridership has fallen 14.9% during the same period of time.

Current consideration for coping with the budget crunch is to eliminate the unprofitable regular routes and eliminate one full-time driver for para-transit. As one can see, once again the City's most transit oppressed people are being asked to "share" in the budget cuts, with no available option.

Para-transit serves a minuscule portion of the potential ridership of people with disabilities, and most people utilizing special transit are more than able to use regular transit, if the system was accessible and the ambulatory folks booted onto regular transit. And, the story gets even more draconian: by 1990 El Paso will be in need of 84 new buses, which will cost about \$15 million, of which \$12 million may have to come from City funds. El Pasoans have never generated much enthusiasm for a transit district, which could generate \$\$\$\$s for the public system, defeating sales tax proposals in 1981 and 1985 (by .7 of a percentage point).

In all likelihood El Paso will be experiencing what the North and Northeast have previously grimaced through -- a severe lack of public transit for its populace. That, as we will know, will mean that us "crippled" folks will have to do one of two things: 1. Sit back like nice little handicapped people and continue to take it on the chin as we've previously done; or, 2. finally get sensible and organize into a direct action group and do whatever is necessary to bring the public attention to the real plight of people with disabilities living in Sun City!

Such an option has been pooped in the past because "we don't want to make them mad (the

policy makers) and we have to work with the system."

Well, "working with the system" has produced exactly nothing over the past five years, save for a morsel of evening and weekend service. However, the bulk of the problem facing disabled El Pasoans is that on para-transit, of the ridership is the same day-in and day-out; and that the 30 City cruisers with lifts have never been placed into operation (or been sound mechanically), but are used at times in place of the special transit when maintenance can not get enough of the "cripple" vans on the road; and that there are many riders using special transit who can use regular buses.

But, as the saying goes "You eat what you put in the stew."

And, here at the ending point of Texas, us disabled folks have decided to eat crow and crawl to the altar of handouts for a few rides for a few people and even fewer rides for the many on special transit and opt for no option by allowing the lift-equipped buses to lie fallow. We've allowed ourselves and our brothers and sisters and the frail elderly to be counted as less than real people with real needs; and we've NO ONE to blame for OURSELVES!!!

Y'ALL come and enjoy, but bring your own wheels!!!

Will We Ride???

ACCESS TO A LIFE OF QUALITY

Guidelines for Transporting Spillable and Non-Spillable Batteries

Have you been stopped from travelling because you have a motorized wheelchair? Have you left your chair at home because you thought the airline couldn't transport your battery? Have you had to leave your battery behind and fly with a powerless power chair? Well, read below! Different airlines have different policies, but here are the FAA regulations on transporting spillable wet cell batteries. Most of the larger airplanes have cargo storage that will allow your chair to be stored upright. Even the smaller planes can transport your chair and wet cell battery but the requirements are more stringent. Let ADAPT know if you have any problems transporting your chair and battery.

INFO: Spillable batteries are auto-type, lead-acid batteries. Non-spillable batteries are gel-cell batteries, dry-cell batteries, and non-refillable auto batteries. IF IN DOUBT, TREAT THE BATTERY AS SPILLABLE AND HANDLE APPROPRIATELY.

Wheel chairs with non-spillable batteries, as defined above, as checked baggage, provided that the battery is disconnected, the battery terminals are insulated to prevent accidental short circuits, and the battery is securely attached to the wheel chair.

Wheel chairs with spillable batteries, as checked baggage, provided that the wheel chair can be loaded, stowed, secured, and unloaded always in an upright position. The battery must be dis-

connected, the terminals insulated to prevent accidental short circuits, and the battery securely attached to the wheel chair. The pilot-in-command must be advised either orally or in writing of the location of the wheel chair aboard the aircraft prior to departure. If the wheel chair cannot be loaded, stowed, secured and unloaded always in an upright position, the battery must be removed and the wheel chair may then be carried as checked baggage without restriction. The removed battery must be carried in strong, rigid, outside packaging as follows:

(i) Outside packaging must be leak-tight, impervious to battery fluid, loaded aboard the aircraft in accordance with the required orientation markings and be protected against upset by securing to pallets or by securing them in cargo compartments using appropriate means of securing (other than by bracing with freight or baggage) such as by use of restraining straps, brackets or holders;

(ii) Batteries must be protected against short circuits, secured upright in their outside packaging, and surrounded by combustible absorbent material sufficient to absorb their total liquid contents, and

(iii) Outside packaging must be marked to indicate proper orientation, and with the words "Battery, wet, with wheel chair", and be labeled with a Corrosive label.

INCITEMENT INCITEMENT

Vol. 3, No. 3

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Fall 1987

The City By The Bay

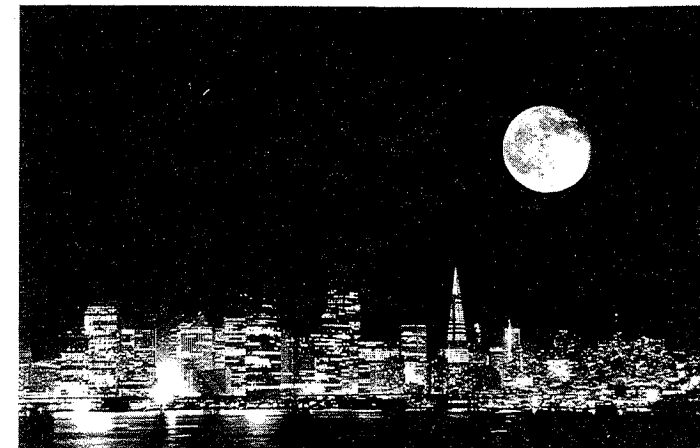
It will not be long now before ADAPT's members gather in San Francisco, the beautiful city by the bay. All signs point to this being ADAPT's biggest demonstration since Los Angeles, 1985. People and groups from around the country are finalizing their plans. California ADAPT members, the local group September Alliance for Accessible Transit, SAAT, and others are working hard on local support. The National Council of Independent Living will be holding their board meeting at the same place and time so members can actively support ADAPT's actions. The California Association of the Physically Handicapped will be meeting then also to encourage members to participate in ADAPT's actions. Momentum is building. The wheels of history are in motion. You should be a part of it.

Pre-planning has gone on all summer. An ADAPT team went out in late June to do the logistical groundwork needed for an action of this size. The team found our hotel, met with a representative Mayor Feinstein, met with the Chief of Police and scouted out the physical territory and ADAPT's accommodations. In addition, ADAPT met with local ac-

tivists including SAAT, Mike Pachovic, and others to discuss plans for the big action.

The march, a tradition in ADAPT's week of actions now, will begin in Union Square. We end at the den of the enemy, APTA's headquarters for their week of conventioning. The march will be preceded by a rally at Union Square, at which Justin Dart, among others will speak. Our week of events will hit hard on APTA and remind its members we are with them once again, and we will ride.

ADAPT is on a roll. Close to 200 ADAPT members are planning to attend, coming by van, car, plane and train, whatever way we must get there to send our message loud and clear to APTA. We will be staying at the San Francisco Hotel on Market ST., only eight blocks from the Convention Center where APTA will be meeting. There are no hills in this part of the city. It gets chilly in San Francisco so people are encouraged to bring jackets and sweaters, especially for evening actions. The San Francisco is the most accessible hotel we have stayed in so far, with all bathroom doors wide enough for a wheelchair to fit through, and rooms are big, family sized.



Moonlight on the San Francisco Bay. Is the view from Alcatraz? ADAPT members may find out if APTA has their way.

Photographs courtesy of the San Francisco Convention & Visitors Bureau.

The Dawning of a New Age: Texas Style

Joe Carle, Atlantis/ADAPT organizer and man of few words, said "the time was right." Frank Lozano, another Atlantis/ADAPT organizer, described it as a "chain reaction." What they were talking about was the June 9th vote by the 26 member Dallas Area Rapid Transit, DART, Board of Directors, affirming that all new purchases of DART buses would be lift equipped.

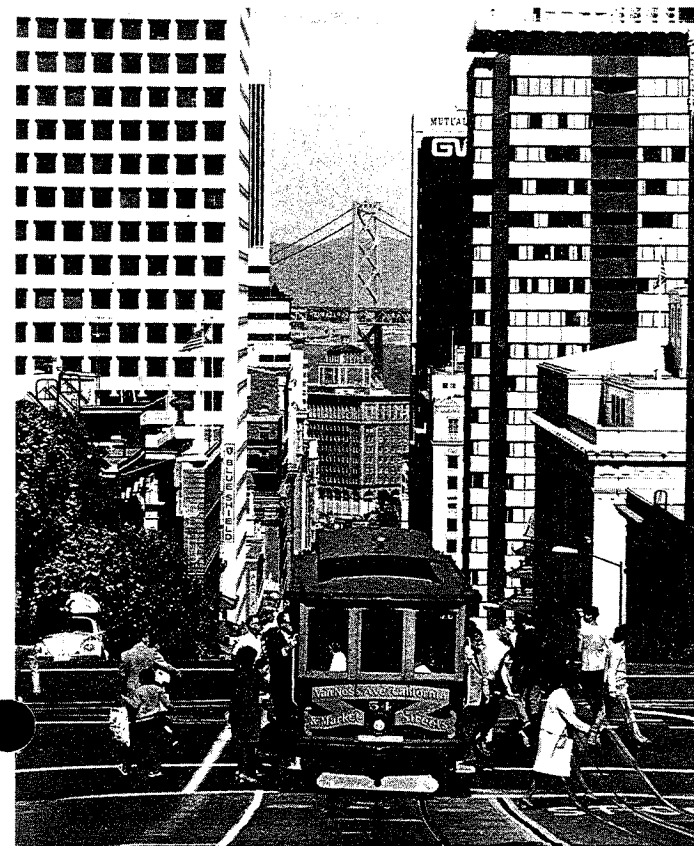
This landmark victory marks the first city in Texas to make a written commitment to mainline accessibility. It also marks a complete about face for a transit authority that less than a year ago swore it would never buy lifts for its buses.

This victory came about because of a total community effort. Atlantis/ADAPT arrived in Dallas September 1986. Cathy Thomas, Joe Carle, and Glen Horton opened the office. Glen soon left but was replaced by Frank Lozano and Bob and Renate Conrad came down from Denver. Atlantis/ADAPT began educating the community. Meeting with local activists like Carol Carsey, George Cooper and Steve Johns and enlisting the support of people like Gilbert Estrada, Linda Johnstone and Ann Jones, ADAPT soon developed networks which involved disability organizations like the Dallas Center for Independent Living, ARC Dallas and many others. DART soon got to know the goals of ADAPT.

ADAPT kept the issue of mainline access alive. ADAPT members at-

tended every DART Board meeting since their arrival in September 1986. They rallied the support of many different disability groups. Their efforts helped insure that over 300 disabled people and their advocates testified at the recent DART 504 hearings. ADAPT made it known to DART that they would not go away. With the history of the major actions Dallas has seen from ADAPT, two relatively smaller actions and a lot of networking made this historic victory possible. Now the task of monitoring compliance begins. This is no small matter, DART has been known to renege, but with the broad and firm foundation which has been built mainline access in Dallas is a lot further along than ever before.

Atlantis/ADAPT can now focus its attention in some other areas as well. A curb cut program is high on their list of priorities, also access in education for disabled children. Atlantis/ADAPT has been active in these areas already, as the photograph of their "curb busters" action in a recent *Incitement* showed. The "curb busters" actions included painting the no access symbol on inaccessible curbs which have been installed illegally. Involvement and development of local organizers and activists is another goal. Planning for the future is a cornerstone of ADAPT's push for access to public accommodations, and it is key to all components of Atlantis/ADAPT's campaign to access Dallas.



The trolleys, symbols of San Francisco, have no lifts for would be disabled riders.

RESOLUTION

PUT FORTH BY AMERICAN DISABLED FOR ACCESSIBLE PUBLIC TRANSIT (ADAPT):

WHEREAS: It is imperative that citizens who use wheelchairs for mobility be able to use public transportation if they are to participate in society;

WHEREAS: The technology is available to make buses accessible to wheelchair users;

WHEREAS: A number of cities have made their transit systems accessible and found the program to be highly successful;

WHEREAS: Offering only special transportation to disabled people further segregates and alienates them, underscoring the truth that "SEPARATE IS NOT EQUAL";

WHEREAS: The American Public Transit Association represents almost all transit authorities and has the power to encourage its members to make their systems accessible as well as being able to encourage bus manufacturers to design and build accessible buses;

THEREFORE BE IT RESOLVED, that

1. The American Public Transit Association go on record calling for 100 percent accessibility by all public transit systems;

2. The American Public Transit Association serves notice on all bus manufacturers that its members will buy only wheelchair accessible buses;

3. The American Public Transit Association urges the Federal Government to reinstate the Section 504 regulation mandating that all public transit systems be accessible.

Let's Make Public Transit PUBLIC!



Phoenix ADAPT supporters are all ages. . . just as those who benefit from ADAPT's actions are.

CITIES & STATES SUPPORTING 100% MAINLINE ACCESS

States	Cities	
California	Atlanta	Minneapolis
Maine	Champaign-Urbana	Phoenix
Michigan	Cleveland	Reno
	Dallas	Seattle
	Denver	Syracuse
	Kansas City	Tampa

(Do you know of other cities? Please contact us.)

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Riding Through Atlanta

In October of 1987, a historic moment will be celebrated by the disabled residents of Atlanta, GA, as the first order of 49 lift-equipped mainline buses roll into the city. This is the result of the policy passed by the Board of the Metropolitan Atlanta Rapid Transit Association, MARTA, on May 26, 1987. Known as "option D", this policy says that all new buses purchased by MARTA will be lift equipped and that there will also be a 31% increase in paratransit services. MARTA operates over 700 buses in the Atlanta area.

ADAPT of Atlanta started organizing in July 1986 to bring about mainline access to the city of Atlanta. Mark Johnson, ADAPT organizer, said, "the basic policy statements were in place. . . they (the MARTA Board) have never been pushed to make it happen." Working with Mark, Bernard Baker, Calvin Peterson and the Disabled in Action group as well as other community leaders made the push happen.

Whenever the issue of bus accessibility was brought up to city officials their response was "the rail is accessible". This is not what Bernard Baker wanted to hear. After returning from the ADAPT action in Detroit (Oct. '86) Bernard, accompanied by ADAPT member Raymond Sellers, started

the "crawl ons". He would crawl on the bus and Raymond would carry his chair on board. This sent waves of concern through the MARTA staff. What would the ADAPT members do next?

While the "crawl ons" were occurring, community support was being built. The MARTA staff had recommended 50% accessibility, "Option B". ADAPT countered with "Option C" which included 100% mainline, 62% increases in paratransit and purchased service. The Georgia Coalition of Citizens with Disabilities, the Atlanta Center of Independent Living, the State Independent Living Coordinator, the 504 Coordinator for the Department of Human Resources and the chair of the MARTA Elderly and Handicapped Advisory Committee all were approached for support of "Option C" and their responses were generally positive.

The culmination of the year of pushing was the MARTA Board vote in May 1987 for "Option D". It was a compromise, but one that included 100% mainline accessibility. A Unity Rally and March was planned for the day and Mayor Andrew Young proclaimed it "We Will Ride Day". Victory! Over 100 people attended the march and rally. Atlanta to be totally accessible. The crowd chanted "We Will Ride!" And we will.

Dynamics of Being in Jail

By Bob Kafka

What is it like being in jail? This is a question that has been addressed directly by everyone who participates in civil disobedience. First let me make it clear what you go to jail for: breaking the law. You don't go to jail for chanting. You don't go to jail for carrying a sign. You don't go to jail for joining a march. You must break a law. Chanting, carrying a sign and marching are freedom of speech rights which in most cases will not get you arrested. What gets you arrested is breaking the law. Even if you do it for what you think are good reasons, you still will be arrested. Civil disobedience is disobeying a civil law. The concept of civil disobedience is to symbolize the unjust nature of a policy by defying the law which protects that policy and paying the consequences for that defiance. For example, blocking a city bus because it does not have a lift symbolizes the inaccessibility of that bus. The blocking of that bus may be morally right, but legally wrong. For this you go to jail.

Once arrested many things can happen. You can be ticketed and let go on a personal recognizance bond. This means you promise to show up for your court date or you decide to pay the fine for the offense. In most cities this usually occurs for the first offense of civil disobedience. You may be finger printed, photographed and put in a cell for a short while. If you are arrested more than once in the same city you probably will spend at least one night in jail. Again, you will be finger printed and photographed. Everything in jail takes a long time. Once in jail they will take all your personal

belongings, including medical supplies. They put these in a property bag for you to claim when you get out. Although you are supposed to, you do not always get everything (like money) back.

Medication, medical supplies and attendant services are three areas of major concern when going into jail. In most cases they have not allowed us to keep our own medication. Sometimes they do not have the exact medication and they offer substitutes. Controlled substances like valium are not allowed in jails. Some jails have allowed us to bring in our own medication. This is a jail by jail decision. Medical supplies like catheters, sheepskins, and raised toilet seats have been provided, but usually after a long period of requesting.

Attendant services have usually been provided by trustees of the jail. These are prisoners working to get out early. In most cases the attendant services have been adequate. (There have been some real problems though.) The major problem for the jail has been deciding who will do bowel programs. They have usually had this done by medical personnel. After being arrested we have usually been kept together, but separated by gender. The accessibility of the jails has varied.

ADAPT obtains legal counsel to assist in legal decision making. Most decisions are made by the group, but individual choices about bail, etc. are made. Civil disobedience demands commitment. ADAPT members have shown their willingness to go to jail for their commitment to accessible public transportation.

ILCs: Get Back To Where You Once Belonged

By Rand Metcalfe

Independent Living Centers (ILCs) were born out of the disabled movement of the 70's. ILCs began in Berkeley, California when a small group of disabled students did not accept living in nursing homes — living in an inaccessible community, and being discriminated and treated as second class citizens. They were rightfully angry, and out of their anger they demanded, not asked, that persons with disabilities have equal access to public transportation, housing, education, employment, and be integrated, not segregated in society. They heard the same excuses that members hear today: *It will cost too much; it isn't cost efficient; or we don't want to be bothered by accommodating those "uppity crips"* ("Don't they know their place?").

Through grassroots organizing efforts, the first steps were taken to enact laws protecting the rights of persons with disabilities, a handful of accessible buses were bought, and some of the architectural and attitudinal barriers began to be addressed.

In 1980, as the direct result of community advocacy activities, Congress began to fund ILCs across the nation. ILCs were seen by advocates as organizations to be run by consumers, for consumers. ILCs would be the "arms and legs" of advocates — the grant agencies provided a staff to carry out the policies of the ILCs board of consumers.

ILCs were to be a meeting place for people with different disabilities where they could learn

about independent living skills from their peers, instead of from patronizing, condescending rehab workers. Unfortunately, with the creation of ILCs, advocates had to become administrators as well.

Today, ILCs have evolved from consumer controlled organizations to "an organization that provides services to the disabled". ILCs still talk about equal access and independent living even while their "clients" are dependent upon transit systems from which they must reserve a ride a week ahead of time. ILCs continuously disassociate themselves from ADAPT's "militant tactics". Recently, one of the ILC Executive Directors in Texas stated: "Our ILC used to be thought of as a social center by other agencies (whatever that means?), now they perceive us as professionals and fellow colleagues." Slowly, the gap is widening between the "service provider" and the "client". While ADAPT members hold no job titles, ILCs are filled with experts, consultants, specialists, and advisors whose job descriptions require years of academic experience. ILCs have been hesitant to get involved with any controversial issue; it means jeopardizing their grant monies or their community image they worked so hard to create. Being professional may not be wrong, but who is being served when "being professional" handicaps ILCs from taking a stand and sticking their necks out?

Parallels can be drawn between why ILCs have become politically impotent and why disabled people are seen either as inspirational

"supercrips", or as passive children needing to be taken care of and protected. Every oppressed minority group has them: Blacks have their oreos (black on the outside, white on the inside); Indians have their apples (red on the outside, white on the inside); and we "Crips" have our Tiny Tims (be nice and sweet, keep repeating "God bless us, everyone" and maybe one day we will give you a crumb or two of our charity). Individuals, or ILCs who try to remove themselves from who they are, in the hope of being looked upon favorably and accepted for who they are not, also remove themselves from the political process. Tiny Tims, who are quick to give their expert opinions about disability issues, but do little else, must look into their own mirrors and discover that their self-importance does not cloak their physical disability. RESPECTABILITY, COMMUNITY RECOGNITION, ACADEMIC ACHIEVEMENTS, AND IMPRESSIVE JOB TITLES ARE "NICE", BUT THEY DO NOT MAKE AN INDIVIDUAL (OR ILC) ANY MORE OF A PERSON THAN A DISABILITY MAKES ONE LESS OF A PERSON.

When will the disabled ever become a viable political force? How long will it be before the voice of the disabled community is taken seriously, other than blocking buses? Are we satisfied with the bones that have been thrown to us? (Bones such as: a few paratransit vans here, a few curb-cuts there, accessible housing — if you can find it, and civil rights laws which have been so watered down making them all but enforceable.) These bones try

to conceal the fact that we do not have equal access to public transportation, housing or employment.

The civil rights movement for Blacks started in the church in the deep south. The church became a place to organize around a common rage by those who refused to be treated as anything less than human. There, they planned to boycott buses, drink out of water fountains and eat at restaurants segregated for "whites only". They had the audacity to question "their place" in society. Leaders, such as Dr. Martin Luther King taught others not to fear the water-cannons and police dogs of Selma, Alabama.

What better place than at ILCs for people of all disabilities to congregate and begin again a true grassroots movement? While individuals working on their own are powerless, once again ILCs CAN bring together people (some who never have been in the political process) and have an impact on their community. But ILCs must get back to the reasons they were created in the first place. The anger that spawned the beginnings of the Disability Rights movement still exists today (just come to Houston in your wheelchair and try to use public transportation). ILCs AND YOU must stop sitting on the sidelines and begin to get involved. Action is the only way to change into reality the contrite and superficial rhetoric "independent living" and "working toward a barrier free world".



UMTA REGIONAL OFFICES

DO YOU EVER FEEL THE NEED TO TALK TO SOMEONE AT UMTA DIRECTLY?

You don't have to go through Washington, UMTA has regional offices, 10 to be exact. Here they are (listed with the Regional Administrators, Address and FTS/Comm Telephone Number), and don't feel bashful about reaching out to touch someone:

URO 1: Richard H. Doyle, Transportation Systems Center, Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142. FTS/Comm Telephone: 8-837-2055, (617) 494-2055

URO 2: Leonard Braun, 26 Federal Plaza, Suite 14-110 New York, NY 10278. FTS/Comm 8-264-8162, (212) 264-8162

URO 3: Peter N. Stowell, 841 Chestnut Street, Suite 714, Philadelphia, PA 191078. FTS/Comm 8-597-8098, (215) 597-8090

URO 4: Peter N. Stowell (Acting Regional Administrator), 1720 Peachtree Road NW, Suite 400, Atlanta, GA 30309. FTS/Comm Telephone: 8-257-3948, (404) 347-3948

URO 5: Joel P. Ettinger, 300 S. Wacker Drive, Suite 1703, Chicago, IL 60606. FTS/Comm 8-353-2789, (312) 353-2789

URO 6: Wilbur E. Hare, 819 Taylor Street, Suite 9A32, Ft. Worth, TX 76102. FTS/Comm 8-334-3878, (817) 334-3787

URO 7: Lee O. Waddleton, 6301 Rockhill Road, Suite 100, Kansas City, MO 64131. FTS/Comm 8-926-5053, (816) 926-5053

URO 8: Louis F. Mraz, Jr., 1050 17th Street, Suite 1822 Prudential Plaza, Denver, CO 80265. FTS/Comm 8-564-3242, (303) 844-3242

URO 9: Brigid Hynes-Cherin, 211 Main Street, Room 1160, San Francisco, CA 94105. FTS/Comm 8-454-7313, (415) 974-7313

URO 10: Aubrey M. Davis, Jr., 915 2nd Avenue, 3142 Federal Building, Seattle, WA 98174. FTS/Comm 8-399-4210, (206) 442-4210

REGNET Public Hearing Held

"REGNET" is the short-hand terminology for Regulation Negotiations now going on in Washington, DC to implement the Air Carrier Act of 1986. This lengthy process will go on for months with little opportunity for people throughout the country to have input. ADAPT, though one of the major advocates for accessible public transportation has also been kept out of the REGNET process. Public hearings were

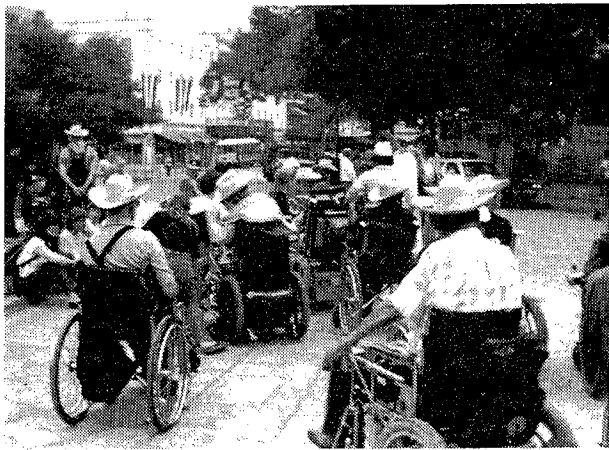
held in DC on September 2nd and 3rd. Not many average consumers were able to make it to DC to testify. Some major issues for people in wheelchairs are the transporting of batteries, removable armrests, accessible restrooms and on-board wheelchairs. If you have input on these or other airline issues contact ADAPT. We can give you REGNET members' names and addresses or forward on your comments.

Using UMTA Rules — A Tactic That Has Worked

A little known or used rule of the Urban Mass Transportation Administration can be helpful in your struggle for mainline accessibility. The rule states that all transit systems are required to:

- maintain property in good operating order
- use all property in mass transportation service

This includes lifts. If your transit system has buses with lifts, but is not using them, the system may have to pay UMTA back the fair market value of the lifts. Most systems would probably choose to put the lifts into the operation rather than pay back the money. In Texas this is now being used in both Fort Worth and in El Paso. Contact ADAPT of Texas (Austin) if you want us to send you a copy.



ADAPT Meets APTA A Chronology

October 1983 - Denver, CO

APTA National Convention. ADAPT members meet with Jack Gilstrap, APTA Executive Director.

10 ADAPT members make a 35 minute presentation to 3,000 APTA delegates. A total of 75 ADAPT members on convention floor. ADAPT resolution (see elsewhere this issue) presented to delegates, but no vote taken.

October 1984 - Washington, DC

APTA National Convention. Access Institute brings disabled people from all over the country DC. Demonstrations for vote on APTA resolution. APTA will not vote on resolution.

February 1985 - Chicago, IL

APTA President Warren Frank and APTA Executive Director Jack Gilstrap request a meeting with ADAPT. Two hour meeting held. Decision made that ADAPT members should present to the APTA Executive Committee. No decision on resolution.



April 1985 - San Diego, CA

APTA Executive Committee meeting. 16 ADAPT members make 1 1/2 hour presentation. Executive Committee refused to allow consideration of resolution on APTA convention floor.

May 1985 - San Antonio, TX

APTA Western Regional Meeting. First ADAPT action at a regional meeting. No arrests. VIA (local transit authority) building taken over. APTA will not consider resolution.

October 1985 - Los Angeles, CA

APTA National Convention. 300 people march on APTA hotel. ADAPT members spend 36 hours in LA County Jail. APTA will not consider resolution.



April 1986 - Cincinnati, OH

APTA Eastern Regional Meeting. ADAPT members march from Kentucky side of Ohio River into the city of Cincinnati. ADAPT members banned from the city, spend six days in the county jail. APTA refuses to consider resolution.

October 1986 - Detroit, MI

APTA National Convention. Rosa Parks, scheduled to lead march, backs out under pressure at the last moment. Mayor Coleman Young's office taken over. Mass arrests. ADAPT members held in a police gymnasium. APTA refuses to consider resolution.

January 1987 - Washington, DC

APTA Legislative Meeting. 30 ADAPT members meet with Speaker of the House Jim Wright and Senator Bob Dole. ADAPT members picket APTA legislative meeting.

April 1987 - Phoenix, AZ

APTA Western Regional Meeting. ADAPT members spend 2 nights in jail. 3 members isolated from the rest. APTA refuses to consider resolution.



Around The Nation

Support for access to public transit is gathering from across the country, and from different sources.

THE PRESBYTERIAN CHURCH PUBLICLY SUPPORTS ADAPT. As many of you may have heard by now, the Presbyterian Church USA passed the following Overture (30-86) in support of ADAPT's position:

Whereas, we believe that the Presbyterian Church (U.S.A.) is a part of the community of faith responding to God's healing, reconciling, and empowering work in Jesus Christ and as such we recognize the glory and frailty of human life; and

Whereas, we support the statement of the World Council of Churches, Nairobi, Kenya, 1975, which states in part:

The church cannot exemplify the "full humanity revealed in Christ." bear witness to the interdependence of humankind, or achieve unity in diversity if it continues to acquiesce in the social isolation of disabled persons and to deny them full participation in its life. The unity of the family of God is handicapped where these brothers and sisters are treated as objects of condescending charity. It is broken where they are left out; and

Whereas, the 189th General Assembly (1977) (UPCUSA) provided for access to its church buildings for people with disabilities; the 193rd General Assembly (1981) (UPCUSA) spoke further to the accessibility to churches; and the 197th General Assembly (1985) (PC(USA)) addressed the need for noninstitutionalized living situations for people with disability; and

Whereas, we believe that our task is to work and advocate for the full participation of people with disabilities in church and community life; therefore, be it **Resolved, That the Presbytery of Denver respectfully overture the**

198th General Assembly (1986) to:

1. Stand witness to the fact that people with disabilities have human rights and that one of these human rights is equal access to public transportation;
2. Call upon the United States Department of Transportation to mandate that all public buses bought with federal monies be accessible to all people, specifically including those persons who use wheelchairs for mobility;
3. Call upon the American Public Transit Association to support the human rights of people who use wheelchairs for mobility to have equal access to all public transit systems;
4. Call upon all public transit systems to work toward the goal of one hundred percent accessibility of their systems to people who use wheelchairs for mobility;
5. That the Stated Clerk of the General Assembly be directed to submit this information to the United States Department of Transportation; and
6. That the General Assembly recommend to all churches and church agencies that they consider adding equal-access facilities to all their church buses and vans.

But it did not end there. The General Assembly of the Presbyterian Church (USA) wrote Elizabeth Dole, Secretary of Transportation, to tell her of their position and to say "In general, the action calls upon the US Department of Transportation to promote the goal of one hundred percent accessibility to public transit systems for persons who use wheelchairs for mobility."

"In particular, it calls upon the Department of Transportation to require that all public buses bought with federal monies be accessible to all people. . . . The letter goes on to state that "The

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Around The Nation

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current policy of the Department of Transportation and the position of the American Public Transit Association in opposition to the claims of persons with disabilities is to leave out these brothers and sisters by fostering their dependence and discouraging their full participation in community life." The letter must have hit a nerve somewhere because Jack Gilstrap found the time to fire off a response to this letter, claiming APTA was doing no one any harm.

What is your church's position on equal access for all? If they have a position, how are they acting on it?



PANTHERS HAVE ALSO BEEN ON THE PROWL. The National Gray Panthers have also passed a resolution supporting accessible transit:

Related to Civil Rights

WHEREAS the Supreme Court Ruling in *Grove City vs. Education Secretary Bell* severely limited the civil rights protections previously considered applicable in all institutions receiving federal funds; and

WHEREAS this ruling limits such protections for elders and people with disabilities, as well as women and other minorities to specific departments or segments of an institution; thus opening the door for discriminatory treatment within the total institution, and

WHEREAS such an interpretation of the current civil rights legislative language erodes protections which these populations have previously considered to be in force;

BE IT RESOLVED that the civil rights of such populations, including, but not limited to older adults and individuals with disabilities, regardless of age, must be protected; therefore;

BE IT FURTHER RESOLVED that the civil rights of all these populations must be legislatively reaffirmed and that a Civil Rights Restoration Act must be enacted by Congress.

Related to Accessible Transportation

WHEREAS the need for accessible public transportation exists for both elderly and disabled people; and

WHEREAS such public services are essential so all such individuals can move freely through out society;

BE IT RESOLVED that all public transportation be made accessible to all citizens, with lifts and other appropriate devices; and

LET IT BE FURTHER RESOLVED that not only must local bus serv-

ices be accessible, but that such access is also essential within the rail and air travel systems; and

FINALLY BE IT FURTHER RESOLVED that as appropriate, subsidized taxi and van services be made available in a timely and convenient form to those desiring such service.

Related To Accessibility

WHEREAS lack of accessibility to public buildings, schools, employment sites, business establishments, transportation systems, as well as apartments and homes can seriously curtail the employability and productive living of mobility limited and disabled people of all ages; and

WHEREAS many such individuals have valuable skills and education acquired at real cost to themselves and society which they are unable to utilize because of problems of accessibility to meetings or employment and societal activities;

BE IT RESOLVED that accessibility to all buildings, services and programs must be supported at all levels of government.

Gray Panthers have Local Networks (kind of like chapters) in many cities around the country, you might find supports there. To find the local contact in your area write: Gray Panthers, Dept. L, 311 Juniper St., Philadelphia, PA 19107. Phone: (214) 545-6555.

DENVER, CO — ADAPT members participated in a two day picket outside the PVA National Convention, held in Denver this past July. ADAPT members leafleted, carried signs and chanted their opposition to PVA's resolution barring PVA members from "associating" with ADAPT. PVA's reaction? "Our comment is no comment" was the line PVA representative Gordon Mansfield gave ADAPT spokespersons. But behind the scenes a resolution simply softening the PVA position was secretly removed by the PVA Executive Committee, before the PVA chapters had an opportunity to openly discuss it. Maybe we shouldn't be "associating" with PVA.



ADAPT members Bob Conrad and Diane Coleman waiting for the accessible police vans in front of an inaccessible bus.

COLORADO DIVISION OF REHABILITATION Director Mark E. Litvin, PhD sent a letter to all VR Directors across the U.S. asking for their financial and moral support for the growing disability rights struggle in general and ADAPT in particular. "One of the strengths of this organization has been their involvement of people who are very severely disabled and low-income. ADAPT is now raising money to enable people on fixed incomes to join the demonstrations and training to win their civil rights. Your serious consideration of this issue and your financial gift would be a great help in this important effort."

He asks that contributions go to Atlantis/ADAPT (which in case you were not aware, is a Title VII funded independent living center.) What is your VR Director doing to support disability rights?

REHABILITATION COMMISSIONER JUSTIN DART recently wrote National ADAPT in support of ADAPT's actions. His letter follows:

JUSTIN DART, JR.

907 6TH STREET, S.W., APT. 516C
WASHINGTON, D.C. 20024
202-488-7684 (H)
202-732-1282 (O)

June 4, 1987

Wade Blank
ADAPT
4536 East Colfax Ave.
Denver, CO 80220

Dear Wade and Colleagues:

The fundamental and only legitimate purpose of human culture is to enable each of its members to fulfill his or her potential to contribute to the productivity and quality of life of self and of all.

ADAPT has played a dynamic and significant role in making America aware of the self-evident truths that disability is a normal characteristic of the human process, and that people with disabilities have the same rights and the same responsibilities as other people to participate equally and productively in the mainstream of the culture. I congratulate you and your colleagues on your historic contributions.

Please be assured that although my situation as a government official places certain limitations on my role as an advocate, I do fully support the long range human rights goals of ADAPT.

Enclosed is my check for \$200, a donation by Mrs. Dart and me to ADAPT to be used at your discretion to promote the rights of people with disabilities through positive advocacy. I hope and trust that our colleagues in the disability rights movement and all Americans who love justice will seriously consider increasing their support for ADAPT, and for other organizations dedicated to equal opportunity for people with disabilities.

In this bicentennial year of our great constitutional democracy, I believe it is entirely appropriate to state - indeed to shout - that 200 years is long enough for people with disabilities to wait for justice.

Advocating in unity, we will ride, and we will take our rightful places as citizens of the first class.

Yours for a just and barrier free society,

Justin Dart

Justin Dart, Jr. is the Commissioner of the Rehabilitation Services Administration.

Editorial

By Bob Kafka

Once again the disability community is acting as its own worst enemy. In a letter to Wade Blank and Mike Auberger, the San Francisco Municipal Railway Elderly and Handicapped Advisory Committee, after praising ADAPT's role in the transit struggle, have pleaded for ADAPT to guarantee that inaccessible public transportation vehicles will not be blocked in San Francisco. This action plays into the hands of APTA by placing the local E & H committee against ADAPT. Jack Gilstrap, APTA Executive Director

must be laughing at the ease with which APTA was able to coopt this committee. Divide and conquer has been APTA's strategy from the beginning, and there are plenty of Tiny Tims in our movement to accommodate them. Why was this letter written? To protect the civil rights of disabled people? I think not. Protection of MUNI and the status of those who have an image to protect are more likely reasons. The members of this E & H committee should join ADAPT in the streets in solidarity against APTA instead of writing these kinds of letters.